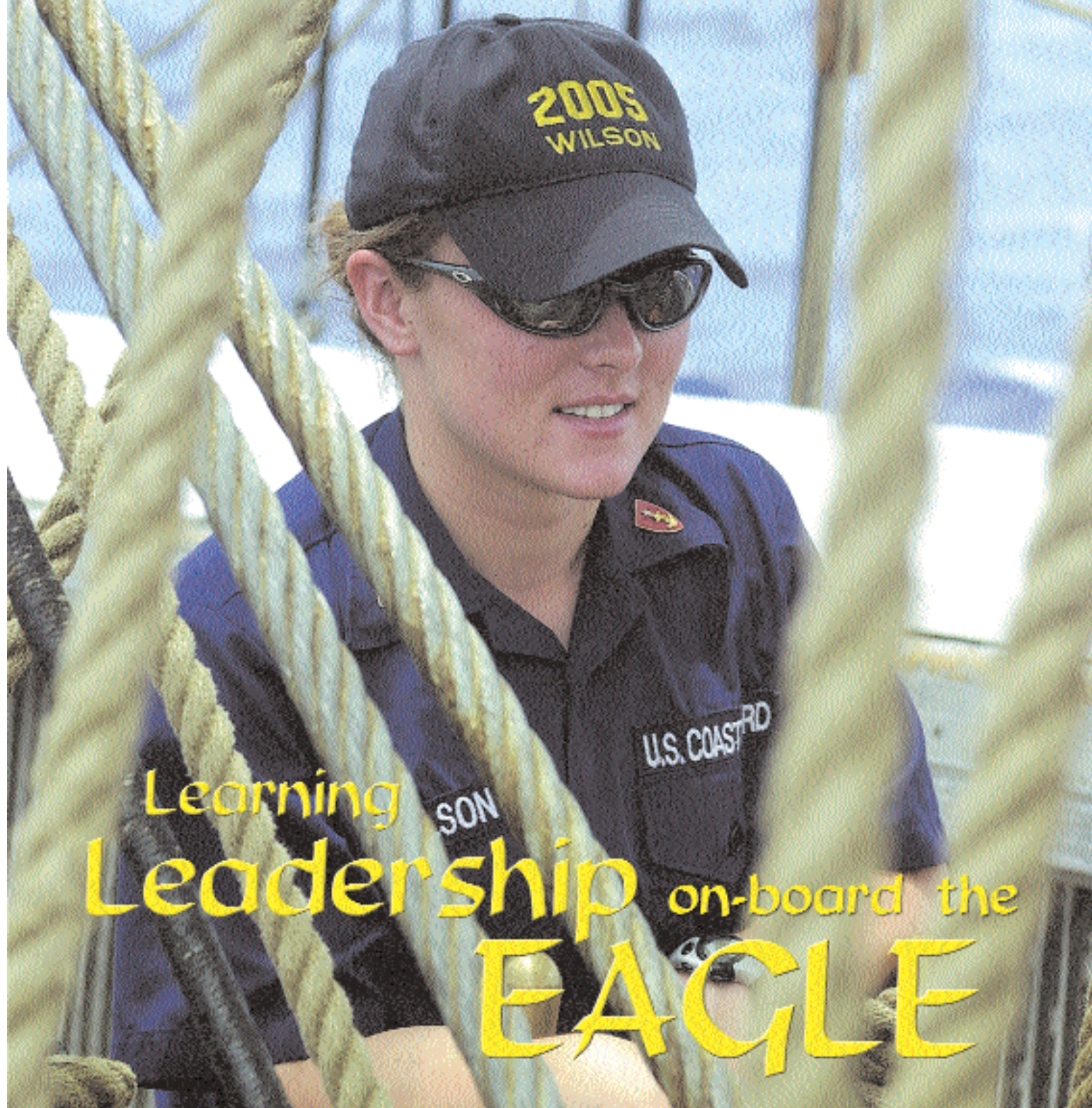


# PROFILE

Life in the Armed Forces

April 2003



Learning Leadership on-board the  
**EAGLE**



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## PROFILE

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 Maj. Michael Durham, USA  
**Managing Editor**  
 Sgt. Aaron Thacker, USA  
**Staff Writers**  
 Cpl. Jake Boerhave, USMC  
 Seaman Bretta Boyer, USN

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Send questions or concerns to Profile at:  
 DoD High School News Service  
 9420 Third Ave., Suite 100  
 Norfolk, VA 23511-2129  
 Tele: (757) 444-1442 or E-Mail  
 jboerhave@hinc.spear.navy.mil, or  
 bboyer@hinc.spear.navy.mil

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Three of the Air Forces' future leaders talk about what it takes to become an alumni of the prestigious Air Force Academy.



# News and Information

## Thousands of Pounds of Iraqi Ammunition Discovered

Outside the bustling Iraqi town of Al Kut lies enough ammunition and explosive ordnance to level the city a few times over. Left behind when Iraqi forces retreated north, the ammunition bunkers outside the town were explored for the first time by American forces April 13.

The bunkers sit on a barren piece of desert unlike the nearby town's Tigris River-provided vegetation. A group of Marines from Task Force Tarawa entered the deserted compound in the morning, to find the bunkers jutting from the ground, some with turret-like towers.

The Marines expected to find a lot of explosives and ammunition, but ended up finding more than they could know what to do with, said Col. James W. Smoots.

Smoots said there was a potential for chemical weapons to be on the premises of the ammunition dump, but the biological and chemical specialists with the group found no sign of them being used.

The mission appeared to be at an end until the colonel gathered the EOD team together and drove back in to the ammunition dump, to look for and possibly destroy more weapons of mass destruction.



Cpl. Shawn C. Rhodes

*-Marine Link*

## Deck of Cards Helps Troops Identify Regime's Most Wanted

Coalition forces in Iraq are using a specially created deck of 55 playing cards to identify the "most wanted" members of Saddam Hussein's regime.

News reports indicated that Amir Hamudi Hasan Al-Sadi, Saddam's presidential scientific adviser, shown on "7" of diamonds, has turned himself in to coalition authorities.

Coalition officials have identified a list of 55 key regime leaders they intend to pursue, kill or capture, Army Brig. Gen. Vincent Brooks, deputy director of operations at U.S. Central Command, said in Qatar April 11. "The list does not exclude leaders who may have already been killed or captured," he noted.

Command officials designed the cards displaying the names, faces and titles of the Iraqis to help soldiers and Marines in the field should contact occur, Brooks said. Each deck has two Jokers, one showing Iraqi military ranks and the other, Arab tribal titles. Saddam Hussein is depicted on the ace of spades.

The list is also being distributed throughout Iraq in other forms, such as posters and handbills, which will become more and more visible over the coming days, Brooks said.

"The intent here is to help the coalition gain information from the Iraqi people, so that they also know exactly who it is we seek."

*-American Forces Information Service*

## Stryker Brigade Completes 'Arrowhead Lightning I'

The Army's first Stryker Brigade Combat Team ended several weeks of rigorous day and night training in California's Mojave Desert April 11, and now is preparing for an exercise in Louisiana next month to certify its operational readiness.

"We're on track," said Lt. Gen. Edward Soriano, commander of I Corps and Fort Lewis, Wash., home of the SBCT -- 3rd Brigade, 2nd Infantry Division. "The training went very well and the SBCT learned a lot."

After observing training during "Arrowhead Lightning I" at Fort Irwin's National Training Center, Soriano said that he was confident of the Stryker brigade's capabilities.



Staff Sgt. Rhonda M. Lawson

Arrowhead Lightning I required 3rd Brigade to conduct mid-to-high-intensity combat operations against NTC's opposing force. The brigade executed missions such as clearing zones, attack and defense. Designed to operate in a 50-by-50-kilometer area, considerably larger than traditional infantry brigades, the Stryker Brigade made full use of its speed, agility, enhanced situational awareness, and intelligence-gathering assets to operate throughout an extended battlespace.

The brigade is now better prepared for exercise "Arrowhead Lightning II" May 18 at JRTC, Fort Polk, La., Soriano said, where the soldiers will experience a different environment and terrain.

"This is the best decision we ever made bringing them out here to the National Training Center and getting them ready to go to JRTC," Soriano said. "They will be better prepared to operate throughout a full range of operations and leverage their full capabilities."

*-Army Link*





Master Sgt. Keith Reed

## Bashur Airfield on Roll; Future Still Not Set

After two weeks of living on the edge of the noisy flightline, the airmen at Bashur Airfield in northern Iraq, moved their camp to higher ground.

But the move -- 100 yards farther away from the airstrip - does not mean the 86th Expeditionary Contingency Response Group is planting roots at this windswept base.

Group commander Col. Steve Weart said the unit has done what it set out to do -- establish air operations at this base 255 miles north of Baghdad. But as fast as it set up here, the group could pack up and go elsewhere to open up a new air base, he said.

If there are other plans for the field, he said the group is flexible and will adapt. The U.S. military might want to put other units at the base, which already has a combat search and rescue unit. Or the unit could return to its home at Ramstein AB. Then, it may get the order to move to another location in Iraq.

"Whatever happens, we'll keep improving this base so follow-on forces have a more workable environment," Weart said. "Or we could pack up and go home and turn over the base to the Iraqi people."

-Air Force Link

## U.S. Coast Guard and Russian Federal Border Service Swap Crews for At-Sea Training

U.S. Coast Guard cutter and Russian Federal Border Service vessel crews changed places for several hours of at-sea training aboard the other service's vessel. The cutter Chase and the RFBS vessel Neva rendezvoused about 100 miles northwest of Umnak Island, about 100 miles west of Dutch Harbor in the Aleutian Islands, Tuesday to exchange crews and professional information.

The cutter's small boat ferried teams of crewmembers from the Chase's engineering, operations and law enforcement departments to the Neva and returned with the same from the Neva for several hours of professional exchange on the high seas.

"This was a very important exchange for our crew and for the Russian crew," said Lt. Cmdr. Phil Thorne, of the Coast Guard's planning and policy office in Juneau. "These are the crews that'll be working together on the maritime boundary line - conducting search and rescue and enforcing fisheries laws."

-Coast Guard Public Affairs



Petty Officer 3rd Class Tyler J. Clements



Tech. Sgt. Stephen Faulisi

Staff Sgt. Christopher Falvey and his military working dog Ricky, both security forces members assigned to the 86th Expeditionary Contingency Response Group, inspect a vehicle for explosives before it is allowed to enter Bashur Airfield in northern Iraq.

## After 9 Months, USS Lincoln Heads Home

USS Abraham Lincoln and Carrier Air Wing 14 are heading home for their respective home ports. A usually joyous occasion for any deployment, this is Lincoln's second time heading home on this one.

The warship was scheduled for a normal six-month deployment when it left in July to support Operations Enduring Freedom and Southern Watch, but was extended New Year's Day shortly after leaving a port call in Perth, Australia, only to return to Perth, and then operations in the Arabian Gulf.

The extension guarantees Lincoln to be the longest deployed carrier in three decades.

It has ended up becoming the first carrier deployed for longer than nine months since 1973, saw extensive combat operations during OEF and OSW, and led the Navy's part in the opening days during the "shock and awe" campaign of Operation Iraqi Freedom.

There are no new port calls on the horizon for Abraham Lincoln Sailors. All hands are focused on one final destination -- home.

"With the extension, and all of the changes to the ship's schedule," said Card, "I wanted to make sure I was sure before making anything official. Right now we're 835 miles from the strait and heading east. We're going home!"

-Navy Newsstand



# LEADERSHIP

Story by Petty Officer 2nd Class Dana Warr

For more than 50 years the Coast Guard has been a firm believer that training under sail not only evolves future officers into professional mariners but into leaders as well.

In 1876 the Coast Guard Academy was founded when nine students boarded the Revenue Cutter Dobbin. Since that time, the Academy has been using sailing as a form of training for its cadets. After World War II the Coast Guard Barque Eagle or the Horst Wessel, which was the original name given to it by the Germans, was taken as a war prize. Today, the Eagle serves as a seagoing classroom for the future officers of the Coast Guard.



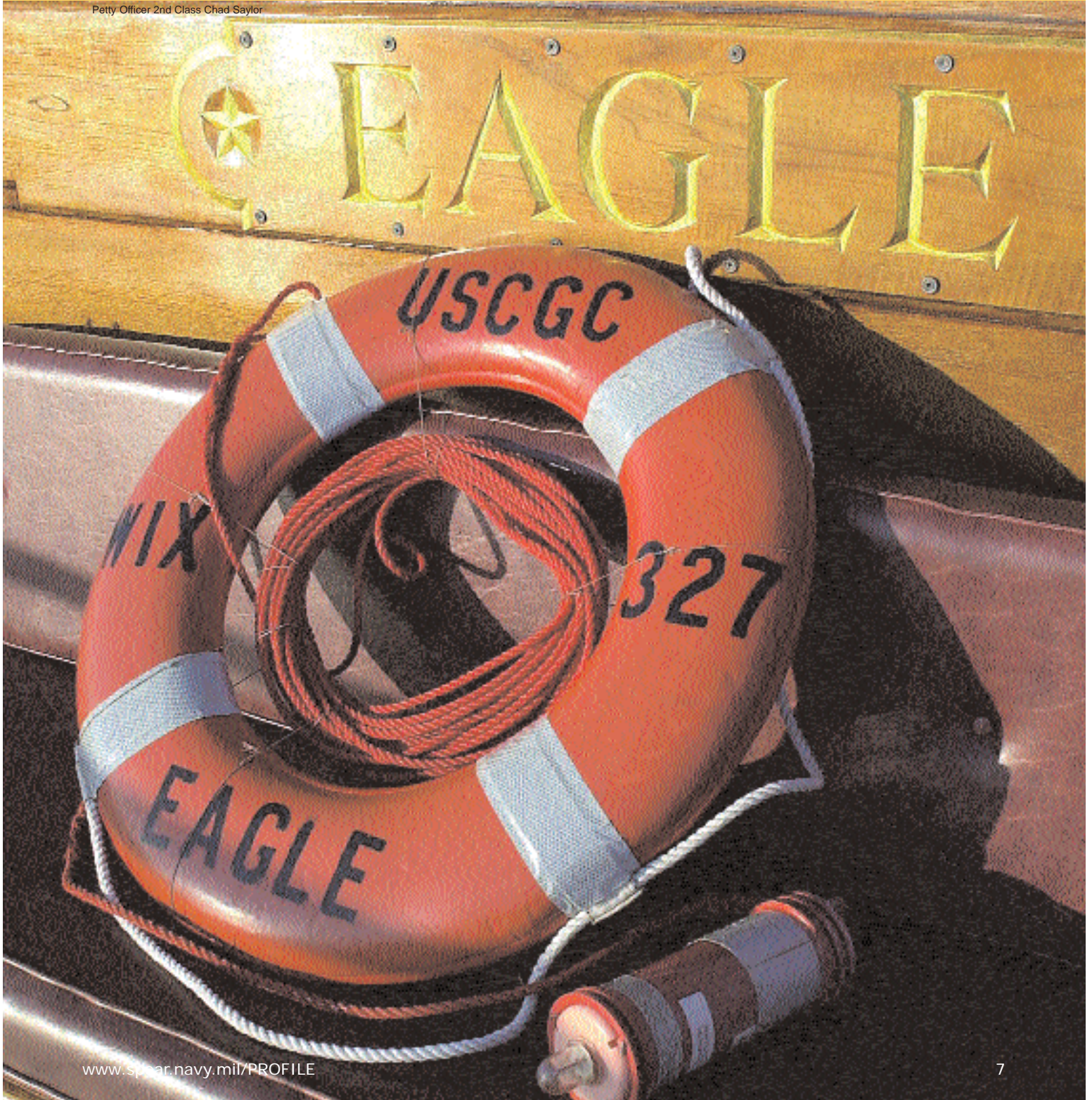
Petty Officer 1st Class Telfair H. Brown

Coast Guard Cutter Eagle travels at full sail off the coast of Puerto Rico. The cutter is used as a training tool for future officers of the Coast Guard.



# UNDERWAY

Petty Officer 2nd Class Chad Saylor

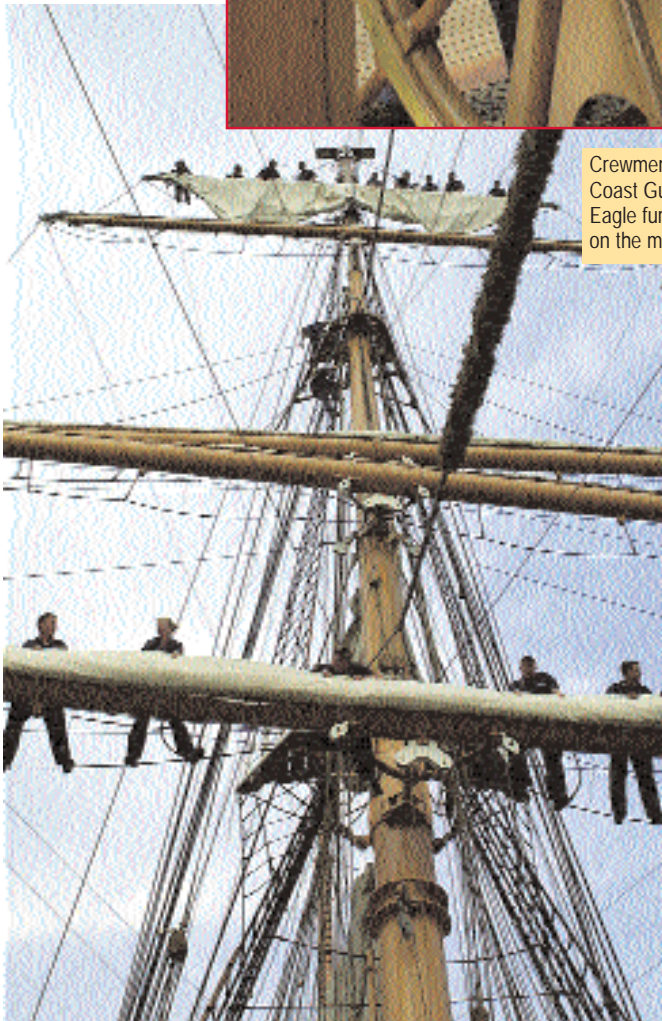






Crewmembers on the bridge maneuver the helm on the Coast Guard Cutter Eagle.

Petty Officer 2nd Class Chad Saylor



Crewmembers of Coast Guard Cutter Eagle furl the sails on the maintruck.

"The Eagle is about preparing leaders by building character, self-confidence, communications and problem solving skills," said Capt. Ivan Luke, commanding officer of the Eagle.

Some people think that being aboard the Eagle is like a leadership laboratory. About 900 men and women spend the fall and spring semesters at the academy, then during the summer months, a few have the opportunity to set sail with the Eagle developing skills in leadership and teamwork.

"Here they get the hands-on experience in navigation and engineering," said Luke.

Not only do they get this first-hand experience, but the upper-class trainees or 'firsties' exercise leadership and shipboard duties normally handled by the junior officers. The under-class or 3rd Class cadets usually fill the role of the junior enlisted, standing helm watch or fore-and-aft lookouts.

When sail stations are set, the entire crew participates.

"Sailing a large square-rigger requires the combined effort of some 200 people," added Luke.

"It takes leaders at every level of the organization to make it work. From the cadet mast captain to the cadet top-men aloft, each one has to organize a group of people, determine what they need to do, then communicate the task back to everyone in a way they understand. They must then monitor their progress and provide feedback while critiquing and implementing improvements for next time. That is leadership," said Luke.

Sailing is a big part of the training aboard the Eagle, but the cadets don't just sail.

"When we're not at sail stations we're working with the crew on damage control and making rounds in the engine room," said Cadet

Petty Officer 2nd Class Chad Saylor



# - "SAILING A LARGE SQUARE RIGGER REQUIRES THE COMBINED EFFORT OF SOME 200 PEOPLE."

3rd Class Stephen Elliot. "It's exposure and I will hopefully have some idea what machinery technicians and damage control persons do."

During the engineer training, the cadets help the engineers monitor and maintain the Eagle's boiler, generator and main diesel engine, while learning what challenges Coast Guard engineers face.

"I get to see how every-thing works because one day I may be in charge of an engine room like this," said Elliot.

"We consciously spend a lot of time and effort try-ing to put the 150 cadets through a pace of life at sea," stated Luke. "That's exactly what they'll see on a Coast Guard cutter.

"An important element of an Eagle cruise is the opportunity to practice leadership in a shipboard environment," said Luke.

Cadet 1st Class Charles Novak said, "The Eagle is a leadership laboratory for all that step on board."

"When it's all said and done, I hope they leave with the ability to work as a member of a team, the ability to subordinate selfish desires in the interest of a higher objective and most importantly, the ability to solve problems and communicate," said Luke. "These are the same skills needed aboard modern cutters and in fact, in any challenging position at sea or ashore,"

"What we're doing here is not just training officers for the Coast Guard but we're building better citizens and leaders for the nation," Luke said.

Crewmembers aboard Coast Guard Cutter Eagle pull on a line that will raise the foretruck sail.

Petty Officer 2nd Class Dana Warr

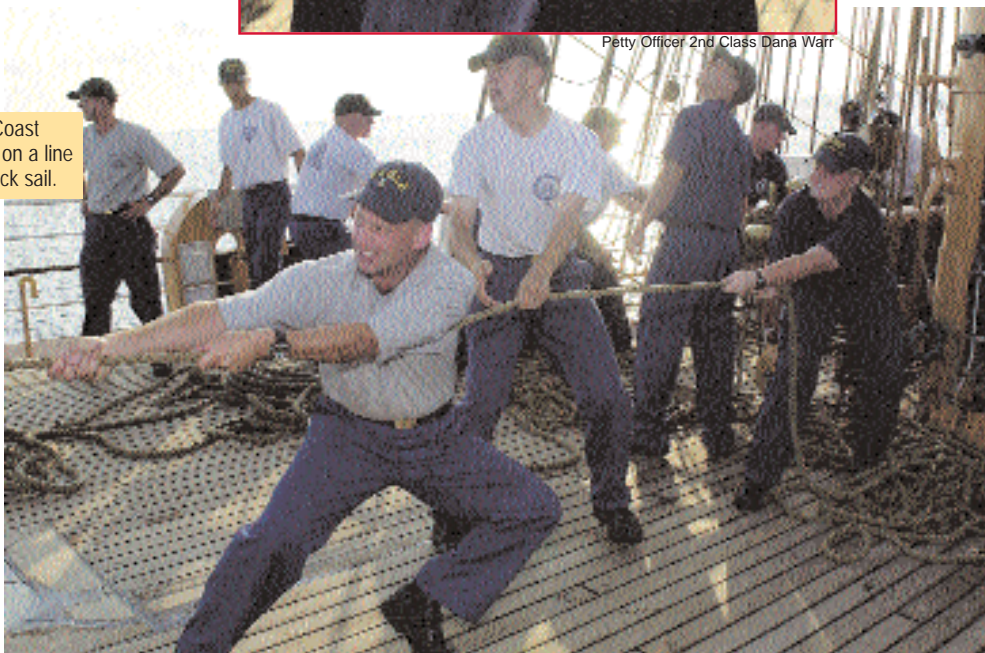


Seaman Apprentice Andrew Bermel is sewing up boots to protect the metal threads on the bottles that connect to the shrouds of the Coast Guard Barque Eagle. The threads are cleaned with wire brushes before sewing the boot, or canvas, around it. The process keeps the threads from corroding and can last for a few years.



Coast Guard 3rd Class cadet Gregory Dolphin shouts through a megaphone to other cadets and crew that are forward on the Coast Guard Barque Eagle. The training crew on board the Eagle consist of both cadets and officer training candidates.

Petty Officer 2nd Class Dana Warr



Petty Officer 2nd Class Chad Saylor

*For more information about the United States Coast Guard, contact 1-800-NOW-USCG or visit [www.gocostguard.com](http://www.gocostguard.com)*



# *Moving Out*

## *Army Transportation and its Cargo Specialists*

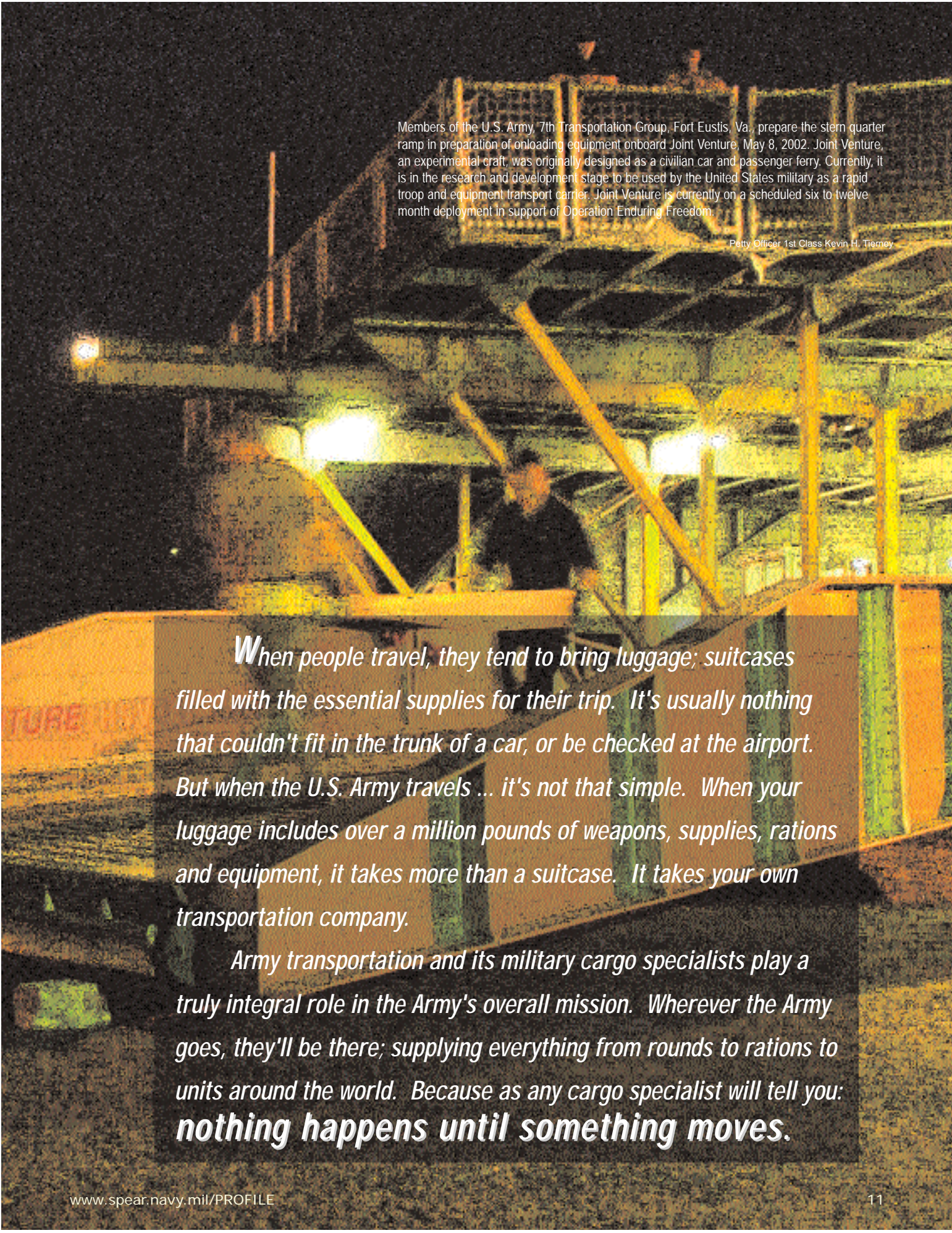
*Story by Marine Cpl. Jake Boerhave*



Petty Officer 1st Class Brien Aho

United States Army Vessel (USAV) Theatre Support Vessel (TSV-1X) Spearhead departs from a port within the Central Command Area of Responsibility on Jan. 15, 2003. The 98 meter USAV, with an average speed of 40+ knots, will be utilized by Army transportation to maximize its speed and flexibility to transport troops and cargo. Spearhead is currently deployed in support of Operation Enduring Freedom.





Members of the U.S. Army, 7th Transportation Group, Fort Eustis, Va., prepare the stern quarter ramp in preparation of onloading equipment onboard Joint Venture, May 8, 2002. Joint Venture, an experimental craft, was originally designed as a civilian car and passenger ferry. Currently, it is in the research and development stage to be used by the United States military as a rapid troop and equipment transport carrier. Joint Venture is currently on a scheduled six to twelve month deployment in support of Operation Enduring Freedom.

Petty Officer 1st Class Kevin H. Tierney

*When people travel, they tend to bring luggage; suitcases filled with the essential supplies for their trip. It's usually nothing that couldn't fit in the trunk of a car, or be checked at the airport. But when the U.S. Army travels ... it's not that simple. When your luggage includes over a million pounds of weapons, supplies, rations and equipment, it takes more than a suitcase. It takes your own transportation company.*

*Army transportation and its military cargo specialists play a truly integral role in the Army's overall mission. Wherever the Army goes, they'll be there; supplying everything from rounds to rations to units around the world. Because as any cargo specialist will tell you: **nothing happens until something moves.***



# "If we can't get the material there, we can't fight."

-Pfc. George Fletcher  
Cargo Specialist

When people travel, they tend to bring luggage; suitcases filled with the essential supplies for their trip. It's usually nothing that couldn't fit in the trunk of a car, or be checked at the airport. But when the U.S. Army travels ... it's not that simple. When your luggage includes over a million pounds of weapons, supplies, rations and equipment, it takes more than a suitcase. It takes your own transportation company.

Army transportation and its military cargo specialists play a truly integral role in the Army's overall mission. Wherever the Army goes, they'll be there; supplying everything from rounds to rations to units around the world. Because as any cargo specialist will tell you: nothing happens until something moves.

Their motto couldn't say it any better. What good is an army that can't move? The eight-week military cargo specialist course at the U.S. Army Transportation School at Fort Eustis, Va. ensures the U.S. Army stays moving well into the 21st century. The school takes soldiers

fresh out of boot camp and turns them into 88Hs, or eighty-eight hotels as the cargo specialists are known as. Among the equipment they learn to operate are large ship cranes, wheeled cranes, forklifts and the Rough Terrain Container Handler.

The RTCH (pronounced "retch" by the 88Hs) is one enormous piece of equipment with a \$538,000 price tag. Despite weighing in at 118,000 lbs., it's highly functional and very maneuverable. Soldiers going through the course are sometimes intimidated at first glance.

"I was like 'it's huge! I can't do it!'" claims Pvt. Inez Stevens, a 20-year-old transportation school student and Poughkeepsie, NY, native. According to the branch chief of the 88H committee at

Fort Eustis, Bill Elburn, this reaction is not only common, but also unnecessary.

"For a lot these soldiers, the biggest thing they've seen is an SUV," Elburn said. "They look at this awesome piece of equipment and think 'I'm gonna operate this thing?'" Fortunately, these feelings soon pass when soldiers realize that operating the RTCH is actually quite simple. According to Elburn, the students' confidence should be their main focus. "They just can't let the size or the functionality of the equipment intimidate them. Once we get them through that step, everything else falls into place."

During the fifth week of training, after learning to operate the heavy machinery, the soldiers participate in the course's FTX, or field training exercise. At the FTX, all the skills the soldiers have learned thus far come together for a simulated mission.

"The mission was to conduct a deployment from the United States to overseas," Elburn said. "They'll need to incorporate all the skills they've learned from day one."

The type of mission simulated in the FTX is more than just an exercise for some soldiers. Pfc. George Fletcher says that

(Right) A view of the Rough Terrain Container Handler instrument panel. Despite its size, the RTCH has surprisingly simple controls. The computerized display (Top right) allows the operator to perform tasks faster and more accurately.



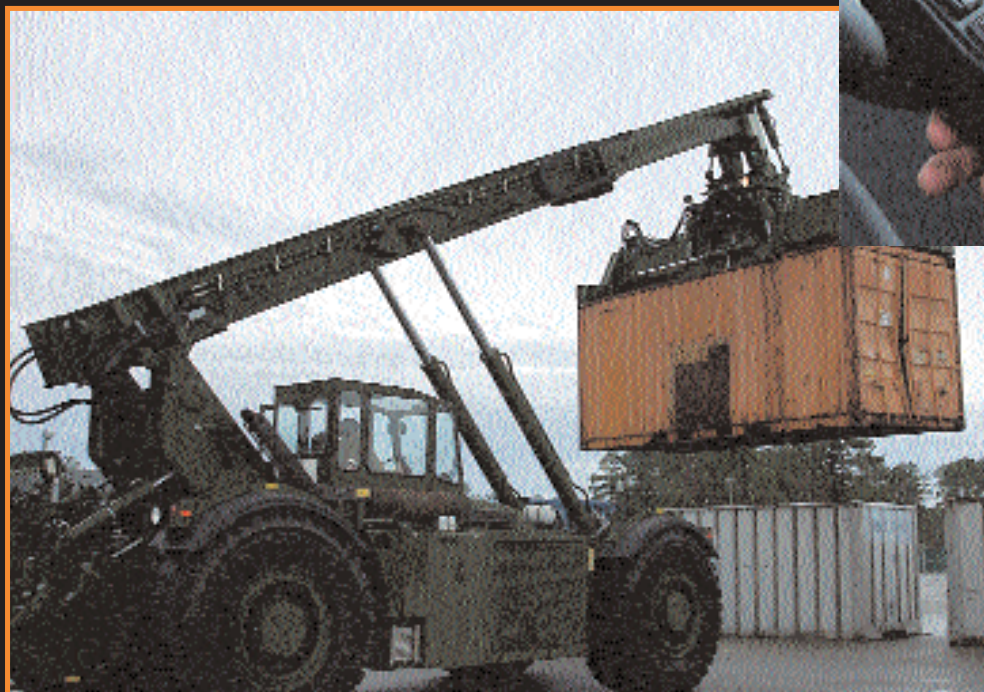
PHOTOS BY MARINE CPL. JAKE BOERHANE

Pfc. George Fletcher positions the RTCH to pick up a cargo container as a part of the U.S. Army Transportation School's field training exercise. It takes roughly two to three weeks of training for soldiers to become proficient enough in its functions and operation to teach other soldiers how to operate it. The RTCH is capable of lifting up to 53,000 lbs.



Pfc. George Fletcher ensures proper positioning before picking up a cargo container. Cargo specialists go wherever the Army goes, providing them with equipment, food, ammunition, and whatever else is needed to complete the mission.





Using the joystick control, Pfc. George Fletcher maneuvers the crane into position. With one hand, the RTCH operator can extend, contract, rotate and angle the crane to pick up a container.

Pfc. George Fletcher watches as he lowers a cargo container as a part of the U.S. Army Transportation School's field training exercise. The course is eight weeks long and teaches soldiers how to operate many pieces of large cargo equipment.

with the U.S.'s current situation in the world, the FTX is an idea of what to expect in times to come.

"This is actually what we're going to be doing when we get deployed ... I mean ... this is real life!" Fletcher said. And as long as the Army travels, they'll need someone to transport their equipment. "If we can't get the material there, we can't fight."

Transportation's role in the Army's overall success is undeniable. This means that this is one job field with an excellent opportunity for traveling.

Aside from the adventure of traveling wherever the Army is going, soldiers also enjoy the added benefit of educational opportunity. Stevens, an aspiring pastry chef, initially joined the Army Reserve for college money. "The reason I'm here is so I can go to school," She said. "But now I'm thinking of going active duty, I love what I do here." Currently, aside from her basic pay, Stevens can also receive tuition assistance from the Army to help pay for her education. If she decides to go active, she'll invest \$100 a month for the first year of her enlistment. This, in turn, will grant her \$800 a month for college for up to 36



months under the Montgomery GI Bill.

In the 88H job field there are two different types of commands where soldiers may get stationed. The first being a cargo transfer company, or CTC. Their main objective is to remove cargo from a staging area and transport it to a pier or other area of designation. The other possibility is a port opening cargo company, or POC-C. This type of command deals with moving cargo to and from a ship.

The students train for both types of exercises during the school. For the POC-C exercises, students get a chance to train on a truly unique platform -- the land ship. It's the size of an actual naval vessel, but it's built on land like a building. It has a complete array of modern and traditional cranes, which soldiers learn to operate

during the first weeks of their training. "The skills they learn are skills that can actually apply to the outside world," Elburn said. According to Elburn, local terminals are always calling in high demand of good crane operators.

Soldiers who complete the U.S. Army Transportation School can expect travel and adventure, as well as knowing they're a large part of a much bigger picture. They are unsung heroes, yet they'll always know they are one of the true cornerstones of mission success. Just check their motto.

*For more information about the United States Army, call 1-800-USA-ARMY or visit [www.goarmy.com](http://www.goarmy.com)*



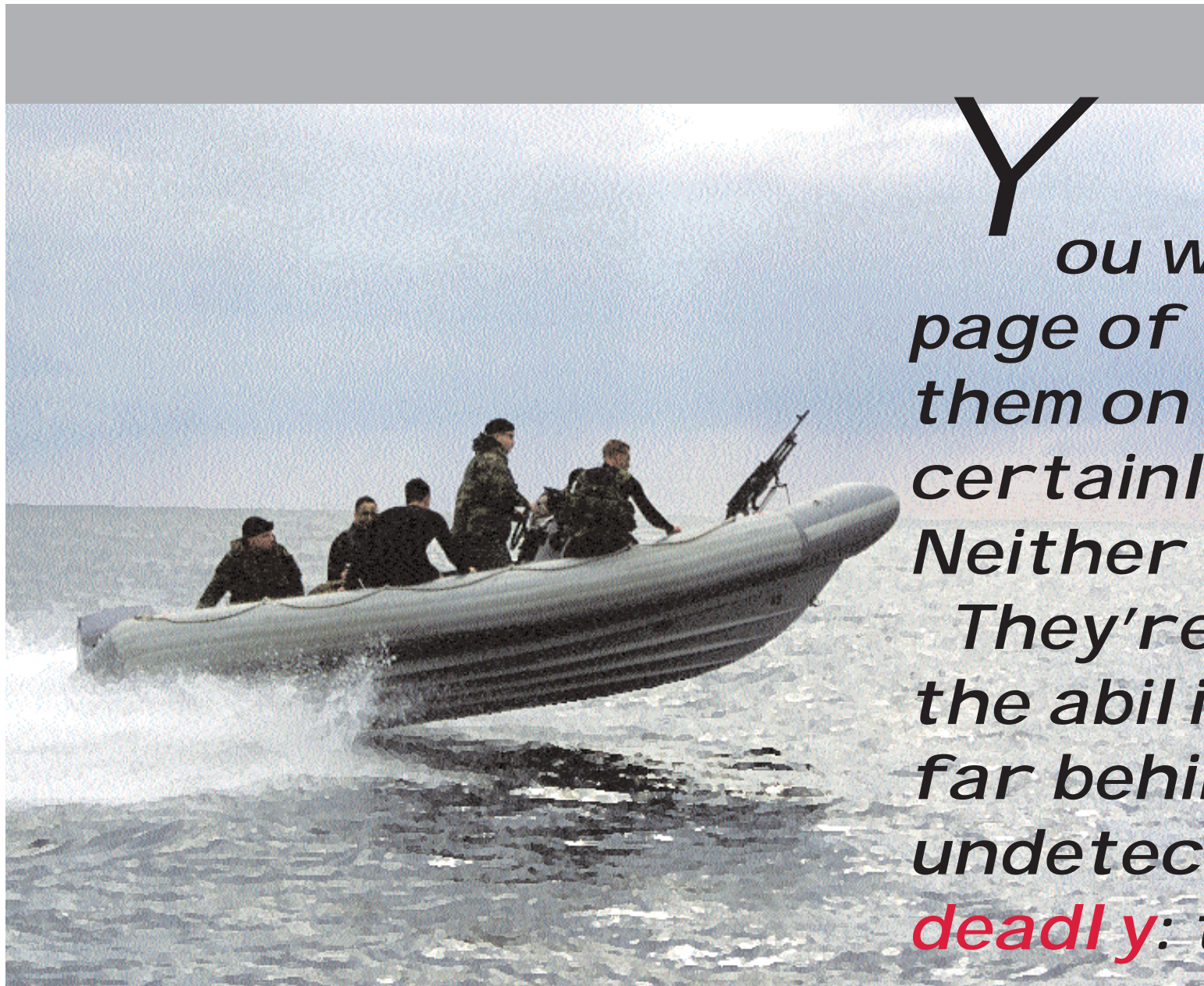


Photo by Marine Cpl. Matthew Kell

**Y**ou w  
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# force recon



*...you won't see them on the front  
the newspaper. You won't see  
the 6 o'clock news. You  
...you won't see them in action.  
...will I the enemy.  
...the ghosts. An invisible team with  
...ity to conduct surgical strikes  
...nd enemy lines and emerge  
...ted, day or night. Swift, silent,  
...these are the Marines of ...*

story and photo illustrations  
by marine cpl. jake boerhave



Photo by Marine Sgt. Stephen Bellville



Sgt. Travis D. Haley points the way as Marines from 2d Force Reconnaissance Battalion prepare to deploy the safety boat for their helo-cast training. As jump master, Haley is responsible for his fellow Marines' safety during all freefall exercises and missions.

Wars are no longer fought face to face with the enemy in hand-to-hand combat. The days of clanging swords and shields are all but a memory. Combat has since evolved. Marine Force Recon is the embodiment of the world of warfare removed from primitive methods and tactics.

"All I ever wanted to be was force recon," says Sgt. Travis D. Haley Sr. of the 2nd Force Recon Co., 26th Marine Expeditionary Unit Force Recon Detachment. "My dad was in the Air Force during Korea and my grandfather was a lucky survivor of the first wave in the invasion of Normandy. I would hear their stories and felt like I had to make the same sacrifices."

Like most U.S. special operations units, such as the U.S. Navy SEALs and U.S. Army Special Forces, Marine Force Recon represents the best of the best: the elite. A job reserved for only the most



Marine Cpl. Lane Miley

highly motivated and physically fit Marines. It's a journey of steady training, camaraderie and accomplishment. It's a journey only a select few can take.

To be selected for force reconnaissance you must first be a Marine with an infantry occupational specialty. This means the Marine must first complete the School of Infantry following boot camp. Usually applicants for Force Recon are at least the rank of corporal, but there are exceptions. There are no exceptions, however, when it comes to the type of Marine who will be invited. Force Recon is looking for Marines with outstanding physical ability and unwavering mental toughness. That's the minimum it takes to pass the Force Recon indoctrination.

"It's one day of pain," Haley said. "It's about taking yourself beyond the limit and pushing the envelope."

Applicants are subjected to an onslaught of physical challenges and stress. The day begins with a standard Marine Corps Physical Fitness Test, which consists of pull-ups, sit-ups and a three-mile run. Applicants must reach or get near the maximum requirements in each category, which means completing the run in 18 minutes, doing 20 pull-ups, and 100 sit-ups in under a minute. But that's all finished before 7 am. It's only the tip of the iceberg.

From there, applicants attempt to complete a grueling series of obstacle courses, hikes, aggressive swimming challenges and exhausting exercise. To top off the whole ordeal, a 10-mile run with a 50-pound rucksack stands ready to weed-out anyone who may not possess the raw mental and physical strength needed to join the elite force.

"My body was so depleted (during the run) I was actually reaching down and grabbing handfuls of grass," Haley says. "The instructors we're like, 'What's wrong with you?' I didn't realize it until the end, but I had been hallucinating and eating grass. The taste in my mouth gave it away."

Applicants may quit at any time and will not be restricted from trying again at a later date. It's not unusual for an applicant to finally make it on his fourth or fifth try. Normally, 50-60 applicants attend the indoc, usually two or three ... sometimes none, complete it. Haley was one of three Marines to make it. Fifty went home.

The select few who have the guts to survive the gauntlet usually get pipelined into various other reconnaissance-related training. First, all Marines who pass must attend the Basic Reconnaissance Course. After this course they officially earn the occupational specialty of 0321: Recon Marine. They may then attend schools



Photo by Marine Pfc. Leslie Hewitt

After hours of troop movements, the Marines of 3rd RECON, 3rd Marine Division, Okinawa, Japan, finally clear a brush area. Third Reconnaissance Battalion participated in a training exercise that tests the unit's ability to react during real world Nuclear, Biological, and Chemical threats.



*"Who else can jump out  
of a plane from  
30,000 feet at night  
with full combat  
equipment on, in some place  
that no one ever  
dreamed of going?"*



Photo by Marine Cpl. Jose Anthony Rubio

ranging from jump school at Fort Benning, Ga., to survival training to mountain warfare school.

Recon is a job of almost non-stop training. The intense honing of each Marine's combat readiness results in a tightly knit team of warriors. According to Haley, the camaraderie involved in being a member of such an elite group makes it all worthwhile.

"In our job you've got a four to six man team. Everyone's relying on each other, and everyone knows what everybody's thinking," Haley says. The closeness between the team members is essential because some of the situations they train for are life or death. "You never have to look at the guy next to you and wonder if he's gonna do his job. You know he will."

The basic concept of reconnaissance is a team that can get inside enemy lines untouched, collect information on the enemy and get back out alive. They're usually the first Marines to go into an area, and from there the command can create a plan based on the intelligence collected. They can be inserted by air, land or sea ... and be removed in just as many ways. The situations are high-risk, which

requires a kind of thinking that's unique to these types of small teams.

"The biggest term we live by is 'think outside the box'," Haley said. "Because if you don't ... you're gonna get boxed in."

During his time in force recon, Haley has performed missions in Iraq, Somalia and Kosovo, achieved the status of free fall jump master, and attended nearly every school of instruction the Marine Corps offers to those in Recon, all by the age of 27. Although he has excelled in the field, he still has mountains to climb.

"In our job, the goals are never-ending. I don't think there are any final goals out there," Haley said.

Recon is a trying journey; one of constant training and traveling. But if you can get in, you'll be afforded many interesting opportunities. According to Haley, "Who else can jump out of an airplane from 30,000 feet at night with full combat equipment on, in some place that no one ever dreamed of going?"



Photo by Lance Cpl. Shane A. Austin

U.S. Marines with 3D Reconnaissance Battalion, 3D Marine Division, Okinawa, Japan, perform static line jumps off of a KC-130 "Hercules". Recon Marines constantly practice insertion techniques to ensure their safety during a real world situation.

(Left) 3rd Reconnaissance Battalion Marines engage the simulated enemies after being inserted on a hostile landing zone. Since nighttime missions are a large part of their repertoire, Recon Marines train to become proficient marksmen even in darkness.

*For more information about the United States Marine Corps,  
contact 1-800-MARINES or visit [www.marines.com](http://www.marines.com)*



*THEIR FIRST STEPS ON-BOARD THE SUB ARE THE ONES THAT MAKE OR BREAK THEM. IT IS IN THE FIRST LEG OF THEIR QUEST TO BECOME SUBMARINERS WHEN SAILORS MUST BAT-TEN DOWN THE HATCHES AND STAY FOCUSED, SO THEY MAY EARN THE RIGHT TO WEAR THE COVETED...*

# DOLPHIN

Story by Seaman  
Bretta L. Boyer

Nervous, he stands there waiting. He's finally made it. He's earned his pin. Watching, he awaits the moment when they will pin it to his chest, and he can stand tall as a Navy submariner.

The silent service of the Navy spends much of its time deep in the recesses of the world's oceans. There they use high tech electronic systems to monitor what goes on throughout the ocean.

The submarine community is small. With each crew consisting of only 100 to 150 submariners. On each side of the house there

are "coners" and "nukes". The "coners" work in the forward portion of the boat, also described as the cone. The nukes work in the aft (back) portion of the boat with the engineering equipment.

Life as a Navy submariner starts at Basic Enlisted Submarine School, or BESS, where a sailor learns the basics of underwater existence.

Every submariner faces the challenge of earning his dolphin pin when he gets to his first submarine. The dolphin represents everything a submariner needs to know about the sub. Becoming

The auxiliary research submarine USS Dolphin reported fire and flooding at 11:30 PM (PDT) Tuesday, May 21st. The entire crew was forced to evacuate the ship. The Dolphin was operating approximately 100 miles off the coast of San Diego.



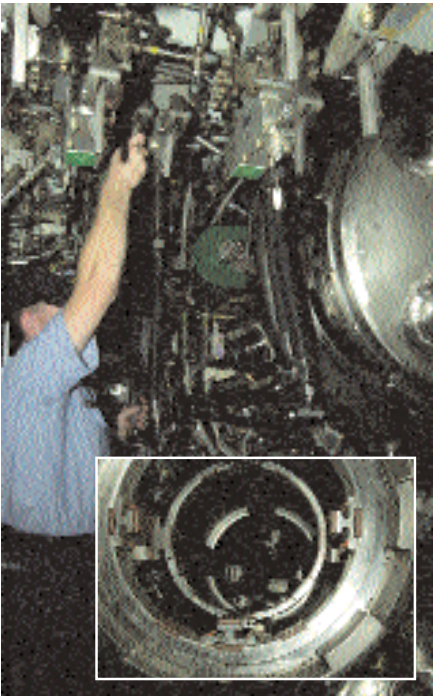
U.S. NAVY PHOTO FILE





PHOTO BY PETTY OFFICER 3RD CLASS BENJAMIN KELLER

On board U.S. Minneapolis-St. Paul a submariner checks the oil levels in the engineering space of the boat.



PHOTOS BY SEAMAN BRETTA L. BOYER

(Above and Right) On-board the USS Seawolf the crew demonstrates how torpedoes line up with the torpedo hatch. The torpedo room on board is an intricate system of gears and levers, all designed to operate smoothly in a time of need.

(Inset) Taking a look inside the torpedo launcher once the torpedo hatch has been opened.

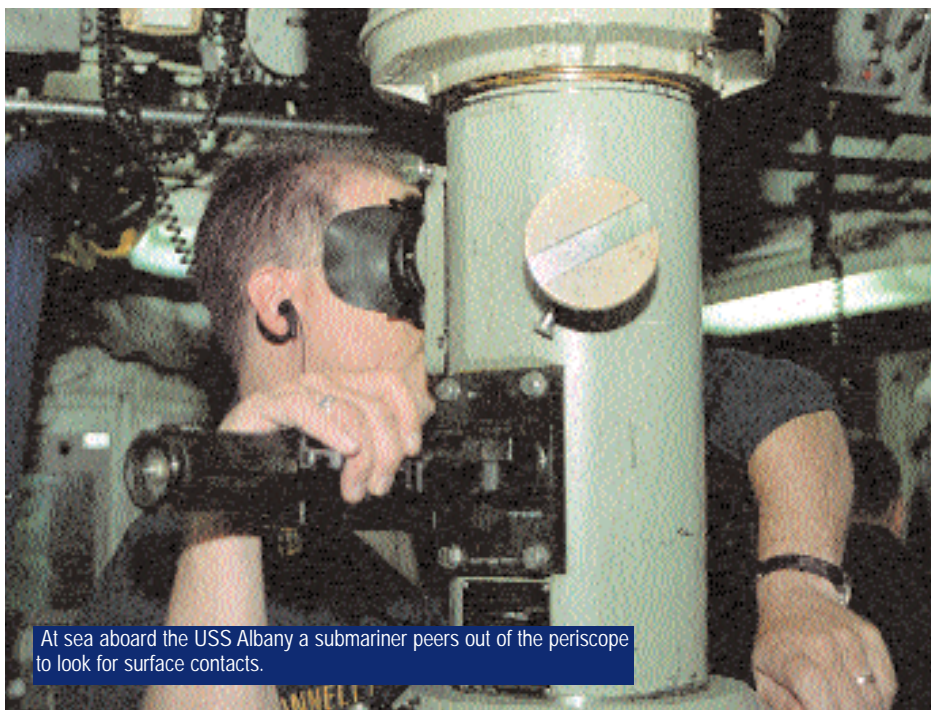


PHOTO BY SEAMAN BRETTA L. BOYER

On-board the USS Montpelier a submariner checks the control panel in the torpedo room.







At sea aboard the USS Albany a submariner peers out of the periscope to look for surface contacts.

PHOTO BY ETHAN MACNOW

an expert on where everything is and what everything does is essential to every submariner.

Every sailor is given a booklet when they come on-board, which contains information on everything they need to do to earn their dolphin.

In the booklet there are four sections each submariner must complete. The first section is general submarine orientation where they are required to visit each department on the sub and get a signature from the department supervisor. This also gives them the chance to meet different people on the boat.

Submarine damage-control-knowledge requirements are the second portion sailors must complete. During this section they learn about everything from firefighting to finding the damage control centers during a blackout.

"In the few times you go home, people ask you questions about the boat," Petty Officer 3rd Class Takeshi Ei said. "It seems kind of commonplace (to you), but to them it's a unique thing."

Each submariner must stand watch



PHOTOS BY SEAMAN BRETTA L. BOYER

A member of the crew on-board the nuclear powered attack submarine USS Seawolf takes a seat at the wheel during training.



A submariner on board the nuclear powered submarine the USS Seawolf glances at a monitor while his fellow crewmembers prepare to begin training.



(Left) A Quartermaster assigned to USS Montpelier (SSN-765) makes adjustments to the map he's working on for their upcoming deployment.



"... WHEN THE FIRE GOES DOWN, OR  
THE FIGHTING GOES DOWN, DOES HE  
KNOW HOW TO SAVE YOUR LIFE."

-PETTY OFFICER 2ND CLASS ALAN PEAVY  
USS SEAWOLF

(Below) The crew on-board the nuclear powered attack submarine USS Dallas makes final preparations to go to sea.



PHOTO BY NICHOLE HAWLEY



PHOTO BY PETTY OFFICER 1ST CLASS GREG MESSIER



PHOTO BY PETTY OFFICER 2ND CLASS ALAN D. MONVELLE

A phone talker on-board the USS Salt Lake City stands his watch as the Los Angeles class submarine stops at Orote Point for a short port visit in Guam.

during his time on a sub; but first he must complete the departmental and watch-station qualifications section. Once they complete this portion of the booklet they begin earning points from the ship construction and systems portion.

In the fourth section of the booklet sailors must memorize the components of each department on the sub, one by one. Once they've learned everything about each department, they do a walk through where they are quizzed on different equipment in each department, said Petty Officer 3rd Class Douglas Davis.

When a sailor gets behind in his booklet he's placed on "dink" (delinquent) study, which is mandatory two-hour study hall. This establishes a mandatory time for the sailors to come and concentrate solely on studying.

The final test each submariner must face is the board. A sailor is placed before an officer and two senior petty officers, one from each side of the house. Each sailor will go through a question and answer session with the board to determine whether or not the sailor knows enough to put on their pin.

"If you're wearing your dolphins, no matter what class (of sub) you got it from, I know that I can trust the guy," said Petty Officer 2nd Class Alan Peavy. "What we want to know is when the fire goes down, or the fighting goes down, does he know how to save your life. In a nutshell that's what this whole process is for."

Knowing where everything is kept on the boat is necessary knowledge for any submariner and is essential in a time of crisis. If a sailor doesn't complete his booklet within 15 months, he loses his submarine classification and is brought back up to the surface.

Just as the crew works together to run the entire boat, they also work together to get everyone qualified to wear the dolphins.

During each ceremony, a passage about submariners at sea is read from a book for the sailor getting his pin. Once pinned, he has finally earned the right to be called a submariner.

*For more information about the United States Navy, contact 1-800-USA-NAVY or visit [www.navyjobs.com](http://www.navyjobs.com)*

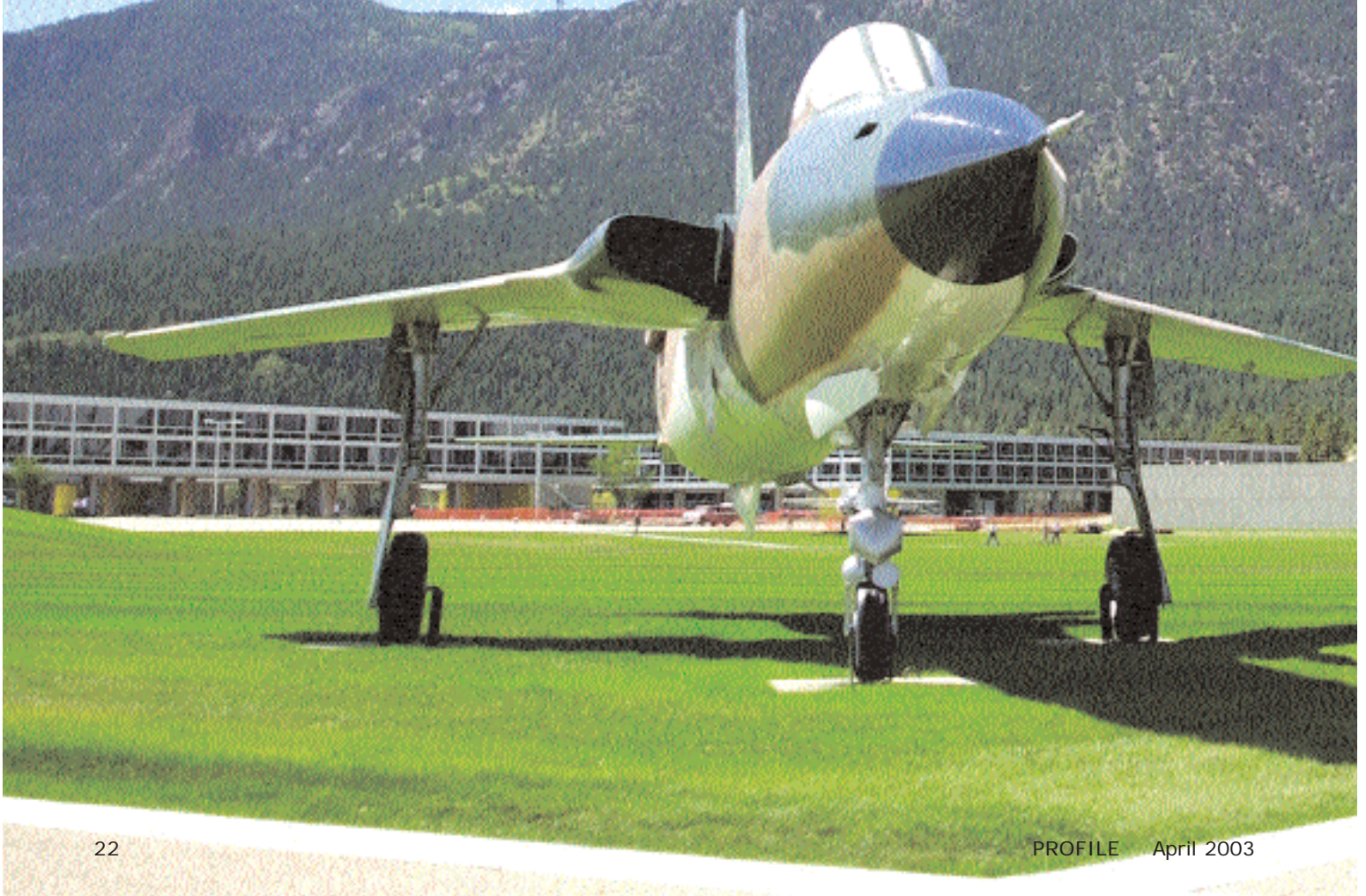
USS Lake Champlain's Search and Rescue Swimmer hands a carton of milk over to a crewmember on board USS Greenville. The Greenville surfaced to receive food, supplies and personnel from the Lake Champlain.



# Air Force Academy

*Story by Sgt. Chad Swaim*

The United States Air Force Academy, nestled in the mountains of Colorado Springs, Colo., attracts approximately 9,000 applicants every year, of the thousands who apply only 1,250 are accepted. Each applicant must go through a nomination process before entering their freshman year as officer hopefuls. Once there, the cadets are challenged to meet the expectations of future officers in the United States Air Force, they learn leadership, excellence, integrity and service before self, which are all components of the Air Force's core values. In a recent trip to the academy, Marine Sgt. Chad Swaim had the opportunity to sit down and speak candidly with three cadets on life at the AFA.





# *demmy Cadets*

*Leaders of Tomorrow Speak Today*





# The Competition

**Sgt. Chad Swaim:** What sparked your interest in the Air Force Academy versus college or other service academies?

**Cadet 1st Class Janet Modell (Senior):** I wanted something different and the academy offered something different. Instead of just going to school everyday I could focus on spiritual, athletic and military aspects, and when I get out I wouldn't be just another person looking for a job, I'd be an officer.



**Cadet 1st Class Janet Modell**

Marine Sgt Chad Swaim

**Swaim:** How did you go about getting nominated for the academy?

**Modell:** You have to contact your congressman and they send you a packet from the academy and it pretty much tells you everything you need to have.



Air Force Photo

New arrivals head inside for in-processing.

**Cadet 1st Class Andrew Hidell (Senior):** I visited here on a family vacation when I was in middle school and saw the place. The prestige of the academy caught my eye. The opportunity to serve my country and do something meaningful and, of course, the top notch in education as well.

**Swaim:** Were you accepted at any other schools, if so how hard was the decision to go to the AFA?

**Hidell:** I was accepted to American University, Washington D.C., Michigan State University, and Bowling Green University. I was planning on attending American but changed my mind when I was accepted at AFA.

**Cadet 3rd Class Luke Patrick Rodgers (Freshman):** I knew that coming out of here as opposed to a civilian college would be a greater accomplishment, and I know that I will come out as a better person. I've always balanced academics and athletics so this place seemed like the best fit for my personality.

**Swaim:** What do you think of the dorms?

**Hidell:** These are obviously kept in good condition because of the room standards. From what I've seen at other colleges these are definitely very nice.

# The First Day

**Swaim:** What were you expecting your first day to be like?

**Rodgers:** I was expecting the worst, you know, getting yelled at, a lot of push ups, and a lot of uncomfortable situations. I definitely came in looking for the worst possible scenario.



**Cadet 3rd Class Luke Patrick Rodgers**

Marine Sgt Chad Swaim

**Swaim:** What has campus life been like here?

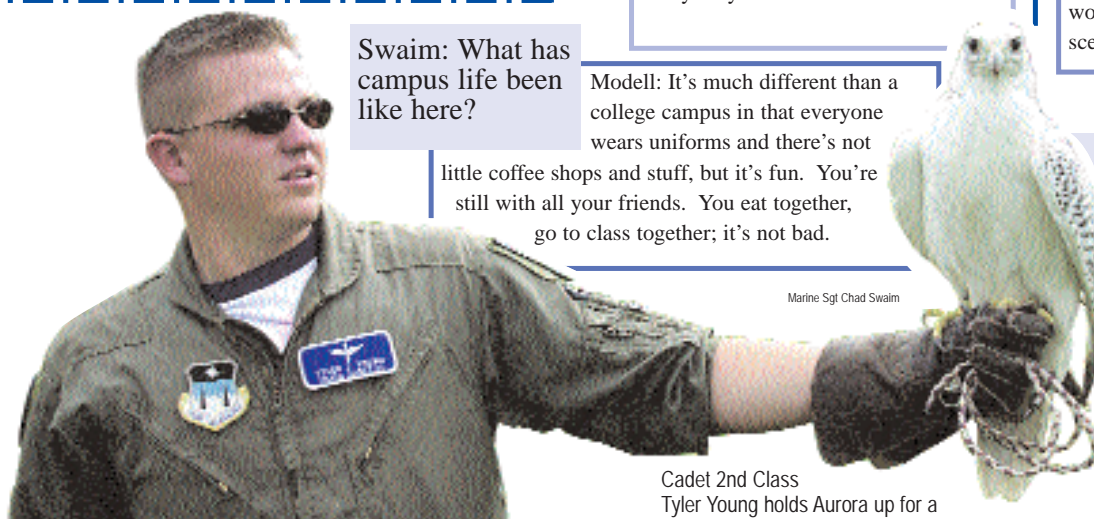
**Modell:** It's much different than a college campus in that everyone wears uniforms and there's not little coffee shops and stuff, but it's fun. You're still with all your friends. You eat together, go to class together; it's not bad.

**Swaim:** What do you think of the dorms?

**Hidell:** These are obviously kept in good condition because of the room standards. From what I've seen at other colleges these are definitely very nice.

**Swaim:** How was it different from that?

**Rodgers:** The first day was actually just a lot of paperwork, shots; just walking around trying to get some of the basics down like flanking movements and that sort of thing. They really didn't start the physical training for awhile, they ramped us up because we needed to adjust to the altitude.



Marine Sgt Chad Swaim

**Cadet 2nd Class Tyler Young** holds Aurora up for a photo op while taking a break from training. Aurora is a White-morph Gyr Falcon and is one of several falcons who makes up the falconry team at the AFA.

# Campus Life



A student trains with one of the academy's flying mascots. Falconers perform at academy sporting events where the birds soar and dive around the stadium.



Marine Sgt Chad Swaim

## Activities

**Swaim:** What kind of after school activities are offered here?

**Modell:** There are intramural and inter-collegiate sports, and tons of clubs – anything from camping, big brother/big sister programs, mountain biking, falconry, honor guard – so you can pretty much do anything you want.

**Hidell:** A lot of physical fitness and I'm on the Wings of Blue parachute team.

## Graduation

**Swaim:** What will you be doing over the next year?

**Modell:** I'll be graduating in May, after that you get 60 days leave so I'm going to go to Europe with some friends and then after that we go to our first base, so depending on if there's more training involved you have a few months training first, then get assigned to a base and do whatever my job is.



Air Force Photo

AFA Cadets celebrate at their graduation.

## Leadership

**Swaim:** How do you think your leadership skills have benefited by attending the academy versus your counterparts who attended regular college?

**Swaim:** What do you think the advantages are of going to the academy instead of a regular college?

**Hidell:** Not only are you forced to be in leadership positions here, and depending on your initiative, you can be in some very high leadership positions, but I also think you're just exposed to a lot more leadership here over four years, so you get a chance to see a lot of different leadership styles and pick from what you like.

**Modell:** The leadership experience, definitely, is what I would say. You're encouraged to join programs in college, but here it's almost mandatory. You're forced to have to lead people. I have learned a lot dealing with people here. The maturity involved with having to help other people deal with their problems will hopefully prepare me for when I become an officer.

**Rodgers:** Leadership is one of the core values here. The system starts you out as an assertive follower, so we pretty much shut up and do our jobs. Then as you go up through your class you're given more responsibility, so they really show you how it works in the Air Force.

*For more information about the United States Air Force, call 1-800-423-USAF or visit [www.airforce.com](http://www.airforce.com)*

## Education

**Swaim:** What are you majoring in?

**Modell:** I'm a legal studies major with a Spanish minor.

**Hidell:**

I'm double majoring in political science and economics.

**Rodgers:** I'm looking at either aeronautical engineering or astronomical engineering, something in that field.

**Hidell:** I don't know yet. I hope to be a pilot.

**Swaim:** What will you be doing in the Air Force?

**Modell:** I don't know yet, I want to be either Office of Special Investigations, my second choice is airfield operations and then public affairs or contracting.



Cadet Class  
Andrew Hidell

Air Force Photo

## Advice

**Swaim:** What advice would you give to any high school students out there who want to attend the AFA?

**Hidell:** Do the best you can in school as well as the extracurricular activities outside of school. Be as involved as possible, take on leadership roles in everything you do outside of school, and in school and start the application process early.

**Modell:** Check into it and make sure you're going for your own reasons because it's very different and it's not like a regular college by any means, but if you want it then go for it because it's really satisfying. I have a good time here.



# Around the Services

Former POW Pfc. Patrick Miller kisses his 4-year-old son Tyler April 19 during a welcome home ceremony at Fort Bliss.

Tech. Sgt. Joseph Vest, a support airman for the 8th Fighter Squadron here, meets his 1-week-old son, Joseph Jr., for the first time after returning from a deployment. He was one of the airmen who returned April 17 after supporting Operation Iraqi Freedom. About 300 people from Holloman AFB who deployed will return this month.



Airman 1st Class Vanessa LaBoy



Cleveland McKnight



Airman Casey L. James

A hula dancer performs for the homecoming of the USS Paul Hamilton, April 26, 2003. The guided missile destroyer, USS Paul Hamilton (DDG 60) returns home to Pearl Harbor after a deployment spanning more than nine months. The USS Paul Hamilton is among the first ships to return home from Operation Iraqi Freedom.



Capt. Dan King plays with his 21-month-old son, Nate, after returning from a four-month deployment to Southwest Asia. King is a member of the 336th Fighter Squadron.



Marines from the 15th Marine Expeditionary Unit head out of Tallil Air Base April 26, to head to Bahrain where they will board the USS Duluth. They are being replaced by Marines of the 1st Marine Expeditionary Force.



Bob Jensen

Seaman Apprentice Brett O. Davidson, 20, of Orlando FL., celebrates onboard the U.S. Coast Guard Cutter Adak, homeported in Sandy Hook, NJ., in the North Arabian Gulf off the coast of Iraq April 10. The Adak is returning to Bahrain for a four day liberty following a 34 day patrol. One-hundred-and-ten-foot patrol boats normally patrol for five days before returning to port.



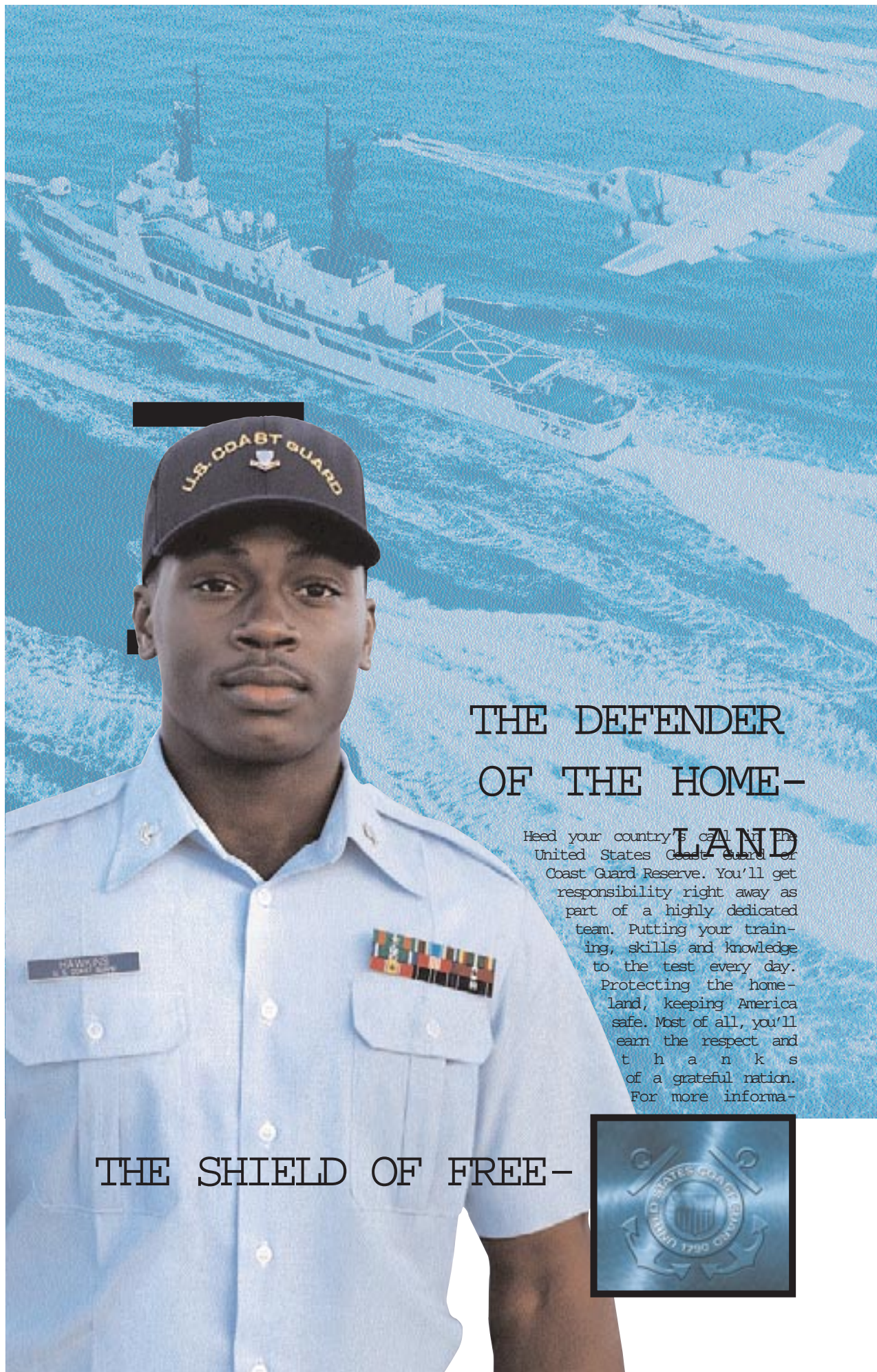
Petty Officer 1st Class Tom Sperduto



Senior Airman Charity Jules



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